

66 1/2, SECTION 7-101(C) (I) FOR THE PAYMENT OF CLAIMS FOR BODILY INJURY OR DEATH; (2) THE MINIMUM COVERAGE REQUIRED IN ARTICLE 66 1/2, §7-101(C) (II) FOR PROPERTY DAMAGE CLAIMS; AND (3) THE MINIMUM BENEFITS REQUIRED IN ARTICLE 66 1/2, §7-101(C) (III).

SECTION 5. AND BE IT FURTHER ENACTED, That Sections 2(d) and 32(b) of Article 78 - Public Service Commission Law, of the Annotated Code of Maryland (1975 Replacement Volume and 1975 Supplement) be and they are hereby repealed and reenacted, with amendments, to read as follows:

Article 78 - Public Service Commission Law

2.

(d) "Common carrier" means and includes any person, public authority, federal, State, district or municipal transportation agency engaged in the public transportation for hire of persons, property or freight, whether by land, water, air or any combination of them, and includes, but is not limited to, air line company, canal company, car company, express company, freight company, freight line company, motor vehicle company (including automobile company, motor bus company and trucking company), power boat company (including vessel-boat company and steamboat company and ferry company), railroad company, street railroad company, sleeping car company, taxicab company, toll bridge company, towing and lightering company, and transit company. Any provisions of this article to the contrary notwithstanding, "common carrier" does not mean and shall not include any county revenue authority or any toll bridges or other facilities owned and operated by any county revenue authority. "COMMON CARRIER" DOES NOT INCLUDE ANY COMPANY VAN POOL.

32.

(b) No such permit, however, shall be required for the following:

(1) Any motor vehicle used exclusively for the transportation of pupils to and from public or private schools.

(2) Any motor vehicle used exclusively for hauling milk to cooling stations or freight platforms in the counties.

(3) Any motor vehicle (except when used for carriage of flammables) carrying solid loads of freight owned by a person who hires the exclusive use of the vehicle, where the load is to be delivered for only one consignor to one consignee and no return load is to be carried on the trip for any other consignor or consignee.